

## **Questions and Answers: Projects to Improve Air Quality at Ports – 2013 Diesel Emissions Reduction Act (DERA) Funding Opportunity (RFP No.: EPA-OAR-OTAQ-14-02)**

Friday, January 3, 2014

The following Questions and Answers are compiled for the benefit of organizations considering applying for a grant under the above Request for Proposals (RFP).

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Please note that many questions are variations of each other so your exact question may not be listed; please look for similar questions.

## A. Applicant Eligibility

### **A.1:** *What organization types are eligible to apply for funding under this RFP?*

Answer: Only public port authorities with jurisdiction over transportation or air quality at a marine or inland water port are eligible under this RFP. Other entities, such as community groups, local governments, terminal operators, and shipping carriers are encouraged to participate through partnerships with eligible port authorities. Please see Section III.A of the RFP for additional information.

Date Posted: 12/5/2013

### **A.2:** *Can we partner with a public port authority if we are not an eligible entity?*

Answer: Yes, community groups, local governments, terminal operators, shipping carriers, and other business entities involved in port operations are encouraged to participate through partnerships with eligible port authorities. Please see Section III.A of the RFP for additional information.

Date Posted: 12/5/2013

### **A.3:** *Are shipping carriers or other business entities involved in port operations eligible?*

Answer: No. However, community groups, local governments, terminal operators, shipping carriers, and other business entities involved in port operations are encouraged to participate through partnerships with eligible port authorities. Please see Section III.A of the RFP for additional information.

Date Posted: 12/5/2013

### **A.4:** *Can an individual apply for funding under this competition?*

Answer: No. Only eligible entities as defined in Section III.A of the RFP are eligible to apply for EPA funding.

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### **A.5:** *We manufacture a device that provides emissions reductions. Are we eligible for this grant?*

Answer: Manufacturers who would like to have their retrofit products eligible for purchase by grant recipients of this grant program must be listed on EPA's verified list by the close of the RFP. An overview of the Verification Process is available at: [www.epa.gov/cleandiesel/verification/verif-process.htm](http://www.epa.gov/cleandiesel/verification/verif-process.htm). Due to the comprehensive testing process, manufacturers seeking verification will likely not be able to complete the required procedures before the close of this RFP. Funding under this program is not available for product testing/verification.

Date Posted: 12/5/2013

### **New A.6:** *Our port authority recently completed a state-funded DERA grant (funded by U.S. EPA). Would having received such a DERA grant work against us in the pursuit of another grant so soon?*

Answer: No, receipts of award funds from other DERA programs will not count against an applicant's proposal under this RFP. The applicant should include their experience managing and completing work under previous DERA grants when addressing Criteria #7 "Past Performance – Programmatic Capability and Reporting on Results" and Criteria #8 "Staff Expertise/Qualifications," in their proposal.

Date Posted: 1/3/2014

New

**A.7:** *My county is listed in the RFP as a Non-Attainment Area. However, I do not believe this is accurate. How do I remedy this? Should I contact my state agency and/or local air quality department?*

Answer: There are four different factors that may place an area/county on EPA's "priority area" list for purposes of this RFP. Nonattainment is only one of these factors. In addition to non-attainment status, your county may be included in as an eligible project location because it is:

- 1) Designated as Particulate Matter (PM) 2.5 or 8-Hr Ozone Nonattainment Areas or 8-Hr Maintenance Areas;
  - EPA's Green Book of Nonattainment Areas for Criteria Pollutants:  
[www.epa.gov/oaqps001/greenbk/](http://www.epa.gov/oaqps001/greenbk/)
- 2) An area where all or part of the population is exposed to more than 2.0 ug/m3 of diesel particulate matter emissions;
  - 2005 National-Scale Air Toxics Assessment:  
[www.epa.gov/ttn/atw/nata2005/](http://www.epa.gov/ttn/atw/nata2005/)
- 3) Designated as Federal Class I areas; and/or
  - [www.epa.gov/visibility/class1.html](http://www.epa.gov/visibility/class1.html)
- 4) Participants in EPA's Ozone or PM Advance Program by the close of this RFP, February 13, 2014.
  - [www.epa.gov/ozoneadvance/participants.html](http://www.epa.gov/ozoneadvance/participants.html)
  - [www.epa.gov/ozoneadvance/participantsPM.html](http://www.epa.gov/ozoneadvance/participantsPM.html)

If you would like additional information about why your county is listed on the Priority Locations list, please email [cleandiesel@epa.gov](mailto:cleandiesel@epa.gov) and include the subject line "Ports RFP Question."

Date Posted: 1/3/2014

New

**A.8:** *I cannot find a map or information in the NATA link that shows populations exposed to 2.0 mg/m3 of diesel particulate matter. Can you please state specifically where this information is found?*

Answer: County and area information for the 2005 National-Scale Air Toxics Assessment (NATA) can be found at [www.epa.gov/ttn/atw/nata2005/tables.html](http://www.epa.gov/ttn/atw/nata2005/tables.html). Definitions of areas and major sources can be found at [www.epa.gov/ttn/atw/natamain/gloss1.html](http://www.epa.gov/ttn/atw/natamain/gloss1.html).

Date Posted: 1/3/2014

New

**A.9:** *How is "inland water port" defined according to the RFP?*

Answer: An 'inland water port' is a public port or harbor, with a primary purpose of moving goods and/or passengers, located on a river or other inland water passage.

Date Posted: 1/3/2014

## **B. Project Eligibility**

### **i. Exhaust Controls**

#### **ii. Engine Upgrades**

#### **iii. Idle-Reduction**

Sections B.i – B.ii have no questions at this time.

### **iv. Engine Repowers**

**New B.iv.1:** *For a marine engine repower; is a repower to the next EPA tier eligible?*

Answer: The project may be eligible if it meets the requirements of Sections I.B.2.d and I.B.2.f. The table provided in Section III.D.12 provides information about the original and replacement engine tier combinations that are eligible for funding. Please note that no awards can be used to repower Tier 3 or Tier 4 marine engines. Marine engines that operate less than 1,000 hours per year are also not eligible for funding.

Date Posted: 1/3/2014

### **v. Vehicle/Equipment Replacements**

**New B.v.1:** *Under "Certified Vehicle/Equipment Replacement"; are marine vessels eligible for replacement?*

Answer: No, marine vessels are not eligible for replacement under this RFP. However, award funds may be used to replace eligible engines (propulsion and auxiliary) in a marine vessel that operates in an eligible project location.

Date Posted: 1/3/2014

**New B.v.2:** *Can funds be used to support or enhance an already existing project? For instance, if a port was building a CNG fueling station, could a grant be awarded to purchase new CNG drayage trucks or cargo handling equipment?*

Answer: Projects that replace existing diesel vehicles and equipment powered with cleaner vehicles or equipment that operate on alternative fuels, such as CNG, are eligible for funding under this RFP. Award funds cannot be used for the purchase of new vehicles or equipment to expand a fleet. For additional information about Vehicle and Equipment Replacements, applicants should refer to Section I.B.2.e and I.B.2.f of the RFP. Please note that funds may not be used to reimburse activities that occurred prior to the award of grant funds or prior to the official project and budget period of the grant award. Proposals should be for future projects (or components of projects) that have not yet occurred.

Date Posted: 1/3/2014

**New B.v.3:** *For drayage truck replacements, is the prospective truck owner's investment considered part of the match (required cost-share)?*

Answer: Award funds may be used to cover up to 50% of the cost of an eligible drayage truck replacement under this RFP. The remaining 50% of the cost of the replacement truck must be covered by the applicant, vehicle owner, or other non-Federal source.

Date Posted: 1/3/2014

## vi. Clean Alternative Fuel Conversions

**New B.vi.1:** *Is engine conversion from diesel to LNG an eligible project?*

Answer: Yes, in general, conversions to clean alternative fuels may be eligible for funding. Applicants should refer to Section I.B.2.g of the RFP for additional information.

Date Posted: 1/3/2014

## vii. Miscellaneous

**New B.vii.1:** *Can one proposal include plans for projects at multiple marine/inland water ports?*

Answer: Yes. The goal of this RFP is to fund projects that will result in significant reductions of diesel emissions at marine and inland water ports in areas of poor air quality, promote partnerships of port-related stakeholders to work together to create long-term sustainable plans for further reducing emissions, and benefit the health of communities surrounding ports. Therefore, a single proposal may target multiple ports, fleets, fleet types and/or diesel emission reduction solutions.

Date Posted: 1/3/2014

## C. Vehicle, Equipment, and Engine Eligibility

**C.1:** *Are vehicles eligible for replacement under this grant if they have several remaining years of useful life but are scheduled to be retired and scrapped by or before the end of the project period?*

Answer: No. Repowers or replacements that would have occurred through normal attrition are considered to be the result of normal fleet turnover and are not eligible for funding under this program. Normal attrition is defined as a replacement or repower that is scheduled to take within 3 years of the project start date. Normal attrition is typically defined by the vehicle or fleet owner's budget plan, operating plan, standard procedures, or retirement schedule.

Date Posted: 12/5/2013

**C.2:** *Are commercial vehicles eligible?*

Answer: Yes, commercial vehicles can be the target fleet for a project under this RFP as long as the applicant meets the definition of an eligible entity. Funds award under this RFP may be used to make subawards and subgrants to project partners, provided the recipient complies with all applicable requirements and regulations. Please see Section IV.F of the RFP for additional information.

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**C.3:** *What vehicles and equipment are eligible under this RFP?*

Answer: Only heavy-duty drayage trucks, marine vessels, locomotives and nonroad engines, equipment or vehicles used in the handling of cargo at a marine or inland water port are eligible.

Date Posted: 12/5/2013

**New C.4:** *Is a 2010 drayage truck using exhaust gas recirculation instead of selective catalytic reduction eligible?*

Answer: Yes, if the newer replacement truck is powered by a 2010 model year or newer certified engine and is equipped with a diesel particulate filter.

Date Posted: 1/3/2014

**New** **C.5:** *For drayage truck replacements, must the new vehicle be powered by a MY 2007 or a MY 2010? Both years are mentioned in RFP.*

Answer: Award funds may be used to cover up to 50% of the cost of an eligible drayage truck replacement under this RFP. The newer replacement truck must be powered by a 2010 or newer model year certified engine. The older truck being replaced must be scrapped or rendered permanently disabled or returned to the original engine manufacturer for remanufacturing to a model year 2007 or newer certified emission standard. Please see Section I.B.2.e on page 9 of the RFP for additional information on vehicle and equipment replacements.

Date Posted: 1/3/2014

## **D. Application Process**

**D.1:** *Where can I obtain a list of applicants or past recipients?*

Answer: While EPA cannot release information on grant proposals, it can provide information on previously funded projects. Please see the DERA Projects website at [www.epa.gov/cleandiesel/projects-national.htm](http://www.epa.gov/cleandiesel/projects-national.htm) for more information.

Date Posted: 12/5/2013

**D.2:** *Does EPA provide contact information for retrofit technology manufacturers?*

Answer: EPA lists contact information for verified retrofit technology manufacturers at [www.epa.gov/cleandiesel/verification/contacts.htm](http://www.epa.gov/cleandiesel/verification/contacts.htm).

Date Posted: 12/5/2013

## **E. Project Administration**

### **i. Competitive Procurement Requirements**

No questions at this time.

### **ii. General**

**New** **E.ii.1:** *Are there limits or requirements on the number of project partners that would support a port authority project?*

Answer: No, the RFP does not limit the number of project partners involved in the development and completion of a proposed project.

Date Posted: 1/3/2014

**New** **E.ii.2:** *How many awards are expected to be awarded?*

Answer: EPA anticipates awarding two to five cooperative agreements (grants) under this RFP.

Date Posted: 1/3/2014

**New** **E.ii.3:** *Does the EPA 50% match for drayage trucks include program administrative costs (e.g. processing the request for the incentive) as opposed to only the purchase price of the replacement truck?*

Answer: Award funds used to cover 50% of an eligible drayage truck replacement can only be used to cover the cost of the newer replacement truck. Applicants should include required administrative costs in Section 9, "Budget Detail" of their project proposal.

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